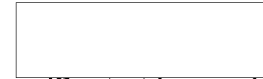


ROUTING			
TO:	NAME AND ADDRESS	DATE	INITIALS
1	<i>Archives</i>		
2			
3			
4			
	ACTION	DIRECT REPLY	PREPARE REPLY
	APPROVAL	DISPATCH	RECOMMENDATION
	COMMENT	FILE	RETURN
	CONCURRENCE	INFORMATION	SIGNATURE
REMARKS:			
FROM: NAME, ADDRESS, AND PHONE NO.			DATE

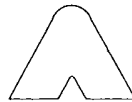
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(See inside cover)

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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
ORCON-	Dissemination and Extraction of Information Controlled by Originator
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NPIC/IEG (6/82)

25 JUNE 1982

**NEW BEAR VARIANT
AKHTUBINSK FLIGHT TEST CENTER, USSR**

1. (S/D) SIGNIFICANCE: ANALYSIS OF A NEW BEAR VARIANT (NPIC INTERIM DESIGNATOR--BEAR F VARIANT 10) AT AKHTUBINSK SUGGESTS THAT THIS AIRCRAFT MAY BE CAPABLE OF CARRYING AIR-TO-SURFACE MISSILES (ASM).
2. (S/D) REMARKS: WITHIN THE BEAR SERIES, ONLY THE B AND C MODELS HAVE PREVIOUSLY BEEN EQUIPPED TO CARRY ASM. BOTH OF THESE MODELS HAVE LARGE NOSE RADOMES. THE IDENTIFICATION OF A PROBABLE SMALL NOSE RADOME ON THE BEAR F VARIANT [] INDICATE THAT THIS AIRCRAFT ALSO HAS AN ASM CAPABILITY. TO DATE, NO ASM HAS BEEN ASSOCIATED WITH THIS AIRCRAFT. SINCE 12 APRIL, A BEAR F VARIANT 10 HAS BEEN AT AKHTUBINSK FLIGHT TEST CENTER, THE MAJOR AIRBORNE WEAPONS TEST CENTER IN THE SOVIET UNION.

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(S/D) THE BEAR F VARIANT 10 IS EQUIPPED WITH A NUMBER OF FEATURES FOUND ON MOST BEAR F AIRCRAFT -- A HIGH-LIFT WING, FUSELAGE AIR SCOOPS, A LARGE DORSAL-MOUNTED SHELF ANTENNA, AND A REFUELING PROBE. THE BEAR F VARIANT 10 ALSO HAS A STANDARD-LENGTH FUSELAGE, PREVIOUSLY OBSERVED ONLY ON THE BASIC BEAR F AND ON VARIANTS 4 AND 5. NO PODS ARE ON EITHER THE HORIZONTAL OR VERTICAL STABILIZER. EXCEPT FOR THE LONE BEAR F VARIANT 8 ALL PREVIOUS BEAR F WERE EQUIPPED WITH A STABILIZER POD/PODS. IN ADDITION, THE BEAR F VARIANT 10 HAS A SOLID NOSE WHICH MAY BE A SMALL RADOME. ALL PREVIOUSLY IDENTIFIED VARIANTS HAVE BEEN EQUIPPED WITH A GREENHOUSE NOSE.

(S/D) FLIGHT TESTING OF THE BEAR F VARIANT 10 PROBABLY BEGAN DURING SPRING 1980 AT RAMENSKOYE FLIGHT TEST CENTER (BE [] WHERE THE ORIGINAL AIRCRAFT OF THIS TYPE HAS BEEN REPEATEDLY OBSERVED. TWO BEAR F VARIANT 10 WERE AT TAGANROG AIRFRAME PLANT DIMITROV 86 []

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[] TAGANROG AIRFRAME PLANT IS THE PRODUCTION FACILITY FOR BEAR F AIRCRAFT. THE TWO BEAR F VARIANT 10 OBSERVED THERE WERE PROBABLY THE SECOND AND THIRD PRODUCED. ONE WAS AGAIN PRESENT AT TAGANROG []

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NPIC/IEG

(S/D) ANALYST'S COMMENTS - THE ROLE OF THE BEAR F VARIANT 10 IS STILL UNKNOWN. NO AIRCRAFT OF THIS TYPE HAVE YET BEEN OBSERVED AT KIROVSKOYE AIRFIELD [REDACTED] THE PRIMARY SOVIET NAVAL AVIATION TEST AND DEVELOPMENT CENTER WHERE ANTI-SUBMARINE WARFARE (ASW) TESTING IS CONDUCTED. ALL PREVIOUS BEAR F AIRCRAFT (EXCEPT THE ONE-OF-A-KIND BEAR F VARIANT 8) HAVE BEEN ASSOCIATED WITH ASW AND MARITIME RECONNAISSANCE/COMMUNICATIONS. [REDACTED]

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3. (S) [REDACTED] COORDINATES 48-17-32N 046-12-15E

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4. (S/D) NOTE: ADDITIONAL INFORMATION ON BEAR F VARIANTS MAY BE FOUND IN NPIC IMAGERY ANALYSIS REPORT, BEAR F/BEAR F VARIANT AIRCRAFT IN THE USSR (S), Z-20059/81, IAR-0050/81, MAY 1981
(SECRET [REDACTED])

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